BookletChart™

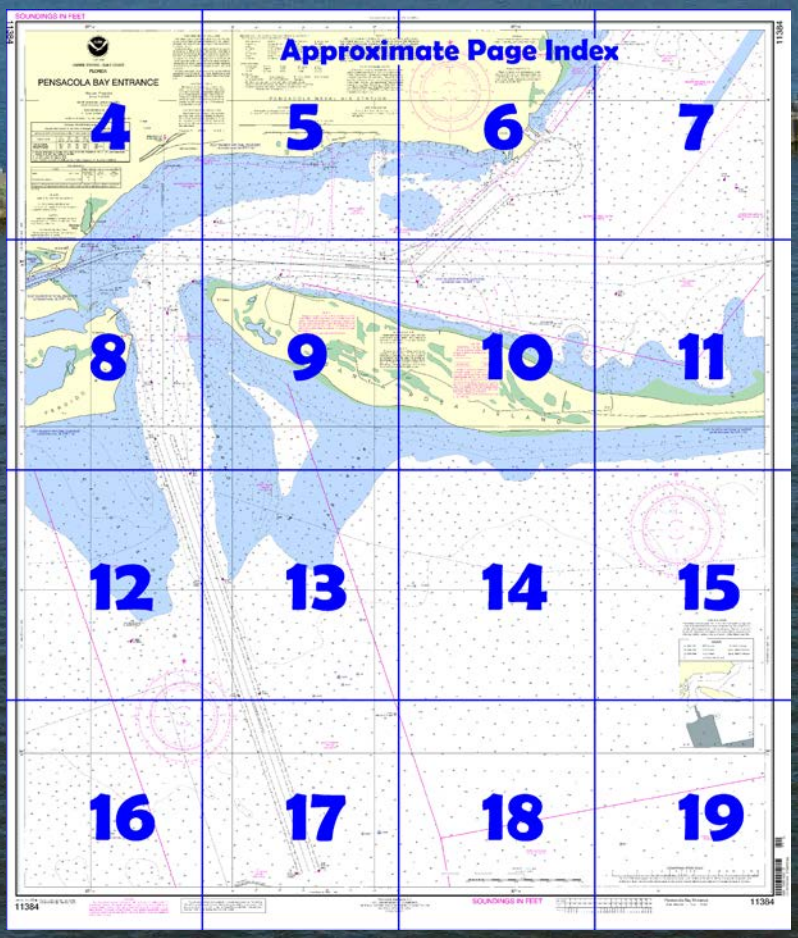
Pensacola Bay Entrance

NOAA Chart 11384

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

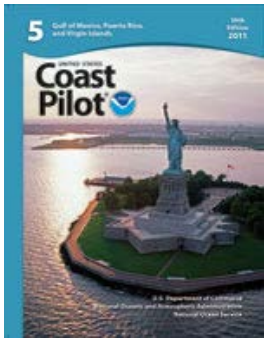
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11384

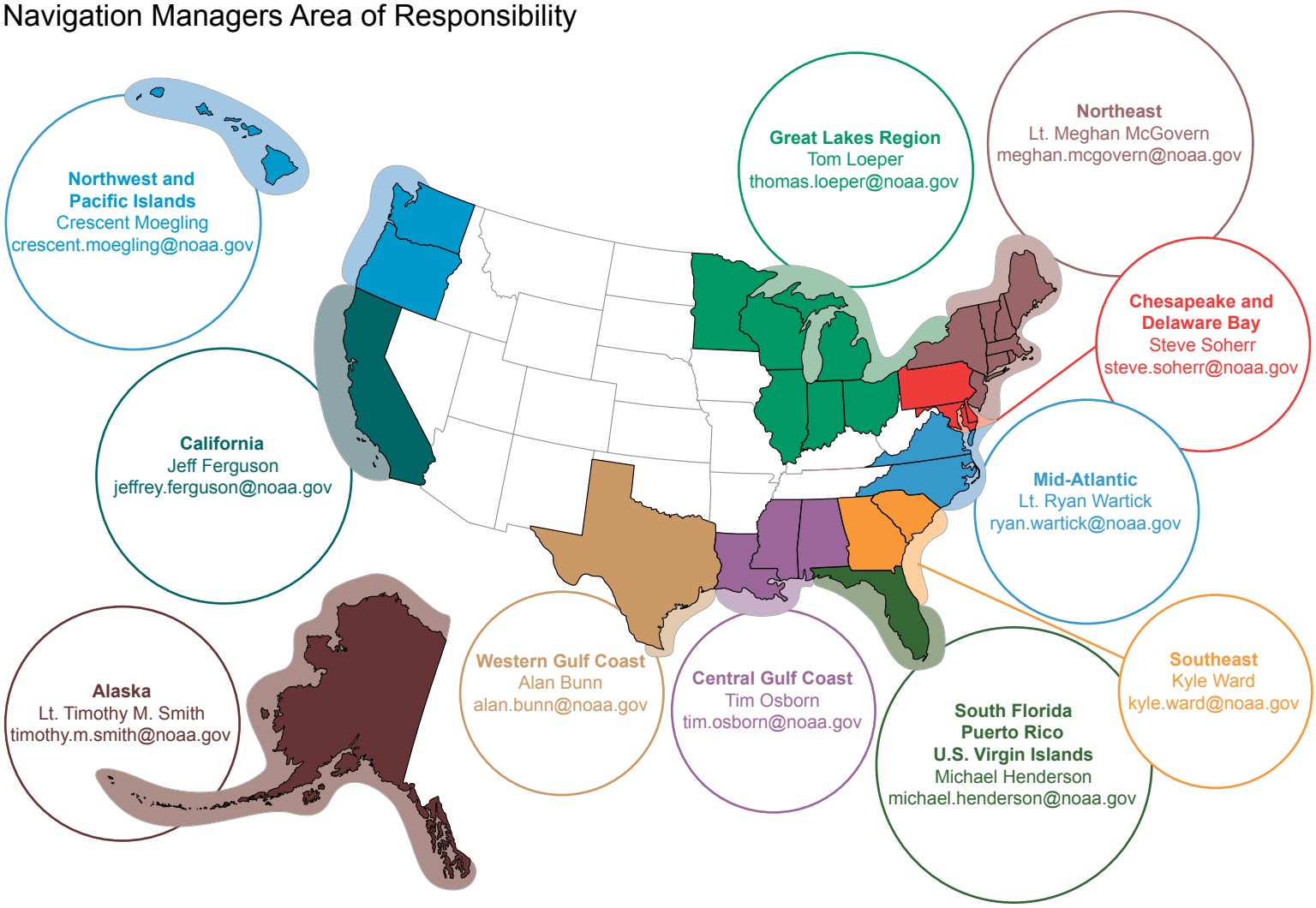


[Coast Pilot 5, Chapter 9 excerpts].
Pensacola Bay has depths of 20 to 50 feet, and affords excellent shelter and anchorage; it is frequently used as a harbor of refuge. The bay is the approach to several towns and the city of Pensacola; to Escambia and East Bays, extending N and E, respectively, from its E end; to Blackwater Bay and Blackwater River N of East Bay; and to Santa Rosa Sound.
Vessels approaching Pensacola Bay by day can verify their positions by the appearance of the land. For 40 miles E of the entrance, Santa Rosa Island presents a white sand beach and low white sand hills with scattered clumps of trees and bushes; back of this on the mainland are thick woods. For 40 miles W of the entrance, the shore is low and thickly wooded nearly to the water, showing no breaks and very few hillocks. Soundings will indicate whether a vessel is E or W of the entrance, the 10-fathom curve approaches the coast much more closely E of the entrance. Depths of 10 fathoms less than 3 miles off the beach indicate the vessel is E of the entrance.
At night or in thick weather it is well for a vessel uncertain of her position to stay in depths of at least 12 fathoms until the light is sighted or the position is otherwise determined.
Pensacola Light (30°20'48"N., 87°18'30"W.), 191 feet above the water, and shown from a 171-foot conical brick tower, lower third white, upper two-thirds black, on the shore N of the entrance, is the principal mark for the entrance.
Vessels should approach the harbor through the prescribed Safety Fairways.
An obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.
Vessels should approach the harbor through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.)
In July 1984, an obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.
Anchorages.–Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. (See **166.100 through 166.200**, chapter 2.) In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.
Dangers.–East Bank and **Middle Ground** form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal,** with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line.
A naval **restricted area,** a **restricted area** and a seaplane **restricted area** are in Pensacola Bay. (See **334.775, 334.778** and **334.780**, chapter 2, for limits and regulations.)
Currents.–The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier.
In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.
Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing over 6 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

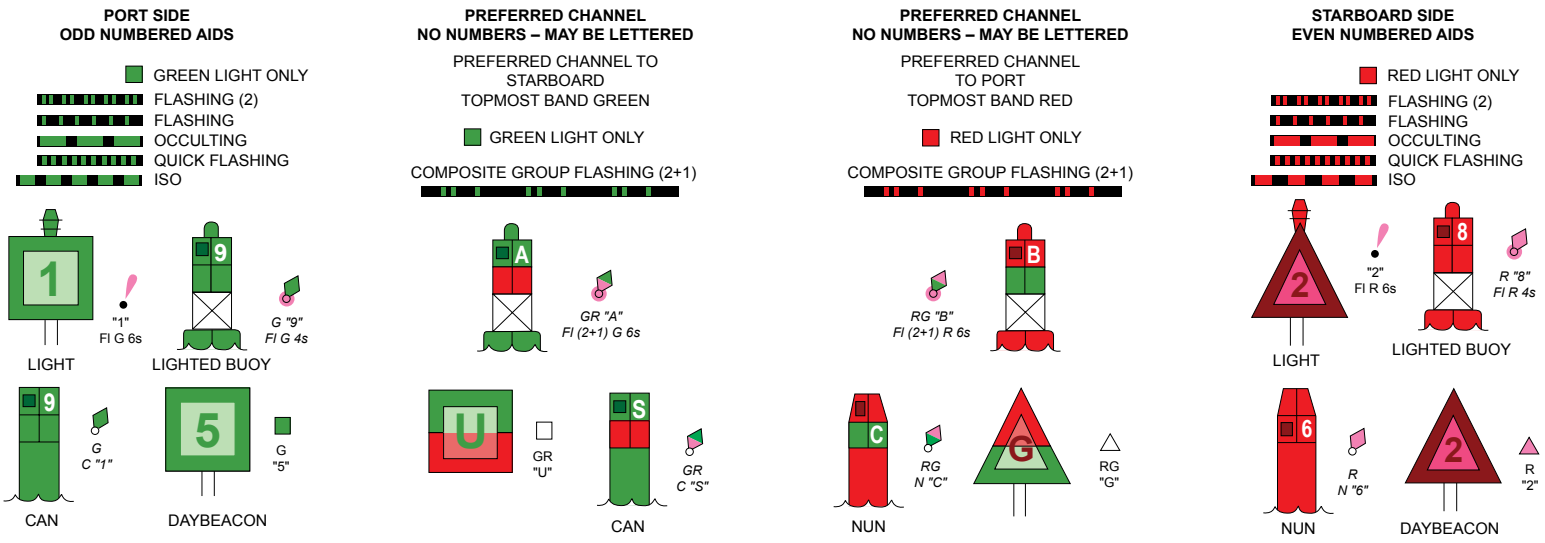


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

87° 19′ 18′

21′

30° 20′

50″

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

PENSACOLA BAY ENTRANCE

Mercator Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

PENSACOLA HARBOR ENTRANCE CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2016 AND SURVEY TO MAR 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CAUCUS CHANNEL	26.4	33.8	34.4	29.9	3-16	A500	3.1	A35
BARRANCAS CHANNEL	35.0	35.0	35.0	35.0	3-16	A500	1.7	A35
PICKENS CHANNEL	30.1	41.5	43.2	B42.2	2-12	A500	2.8	A35

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USACE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.

B. EXCEPT FOR A 43 FT OBSTRUCTION REPORTED BY AN NOS SURVEY AT 30°19'57.7" N, 087°16'39.3" W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pensacola Bay Entrance	(30°20'N/087°19'W)	1.1	---	---

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Sep 2013)

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Carrabelle, Florida to Brownsville, Texas.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.718' northward and 0.100' eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Pensacola, FL KEC-86 162.400 MHz

TANK
TANK
PENSACOLA LT
Fl 20s 191ft 27M
F G 54ft
San Carlos Beach
GULF ISLANDS NATIONAL
(protected area: 36 CF
RESTRICTED AREA 334.778
(see note A)
RESTRICTED AREA 334.780
(see note A)
9 Fl G 2.5s 30ft
FORT BARRANCAS RANGE
Obstn
Sherman Inlet
Iso G 6s 67ft
Iso G 6s 58ft
4 Fl G 2.5s 34ft
Sherman Cove
Pile
R N "6"
R N "4"
R "2" Q R
G C "3"
G C "1"
G "15" Fl G 2.5s
NAVY RANGE
INTRACOASTAL WATERWAY (see note)
R N "6A"
G C "5"
R N "6B"
G C "5A"
Spoil Area
G "13" Fl G 6s
R "14" Fl R 2.5s
Breakers
Foul
CONTINUED ON CHART 11378
Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.

50″ 40″ 30″ 20″ 10″ 17′ 50″

REVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
ls to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

tom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

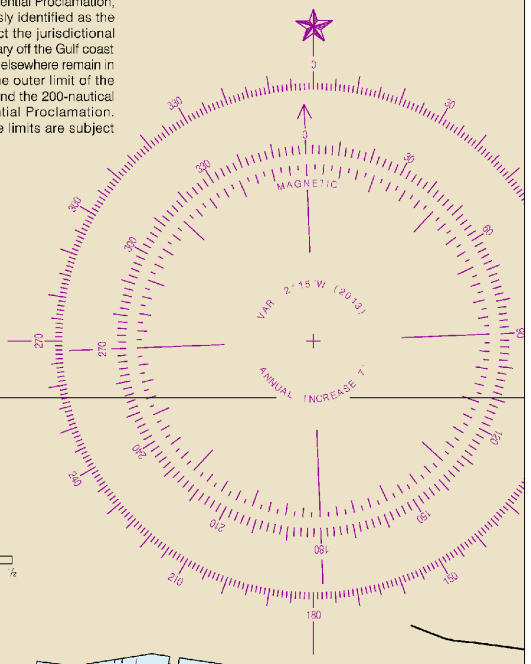
scellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



PENSACOLA NAVAL AIR STATION

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

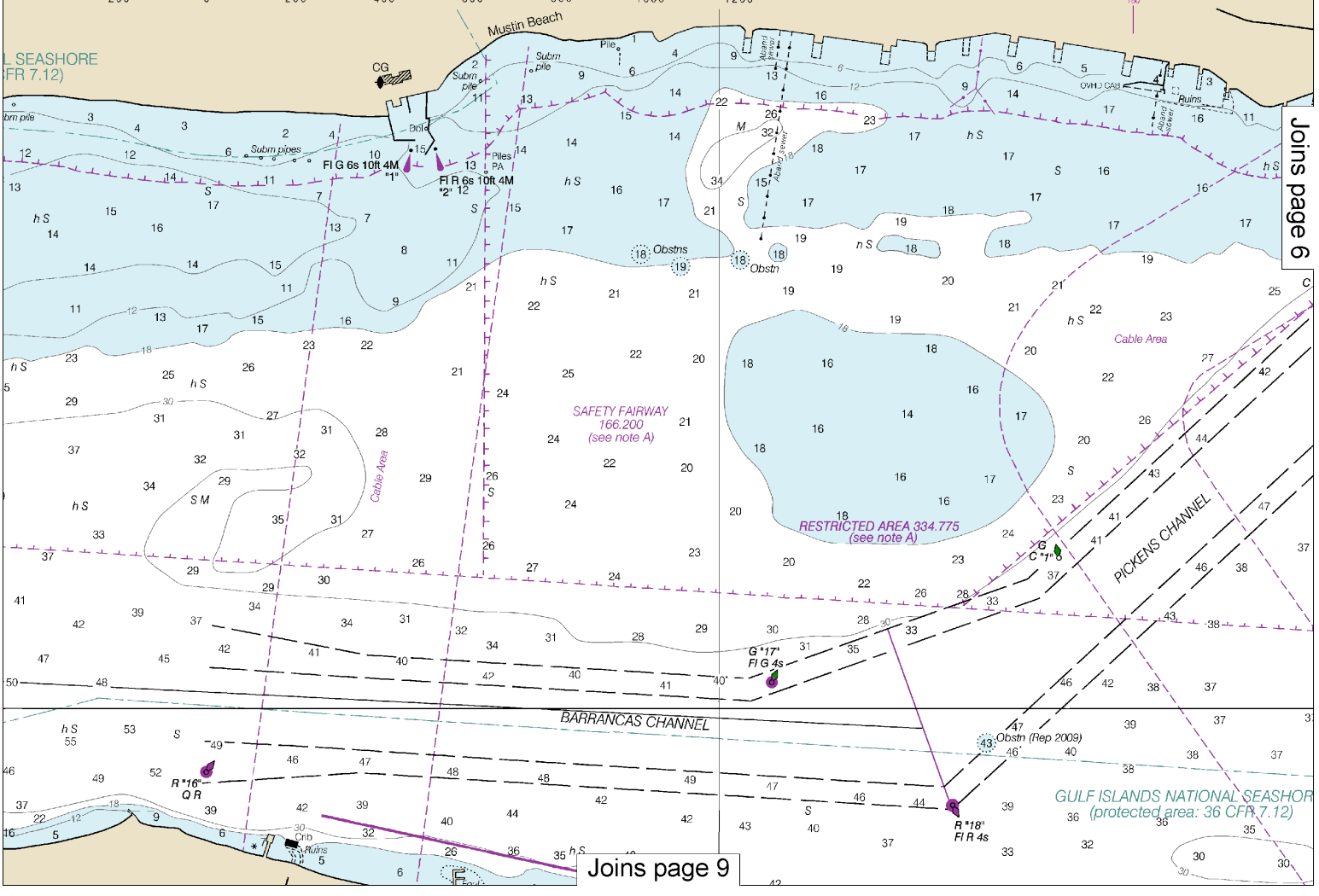
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SCALE 1:10,000

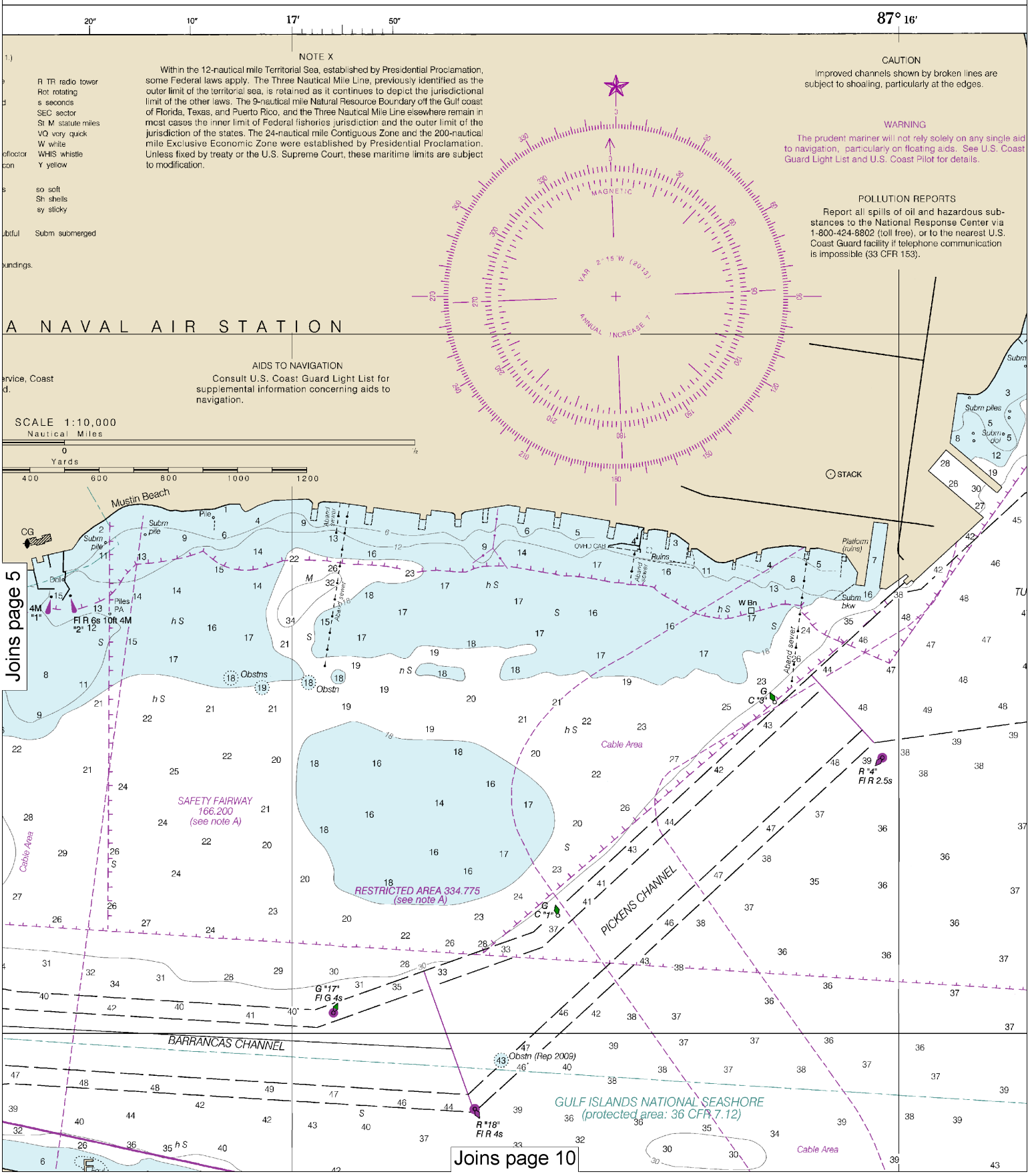
Nautical Miles
0 ½

Yards
200 0 200 400 600 800 1000 1200



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

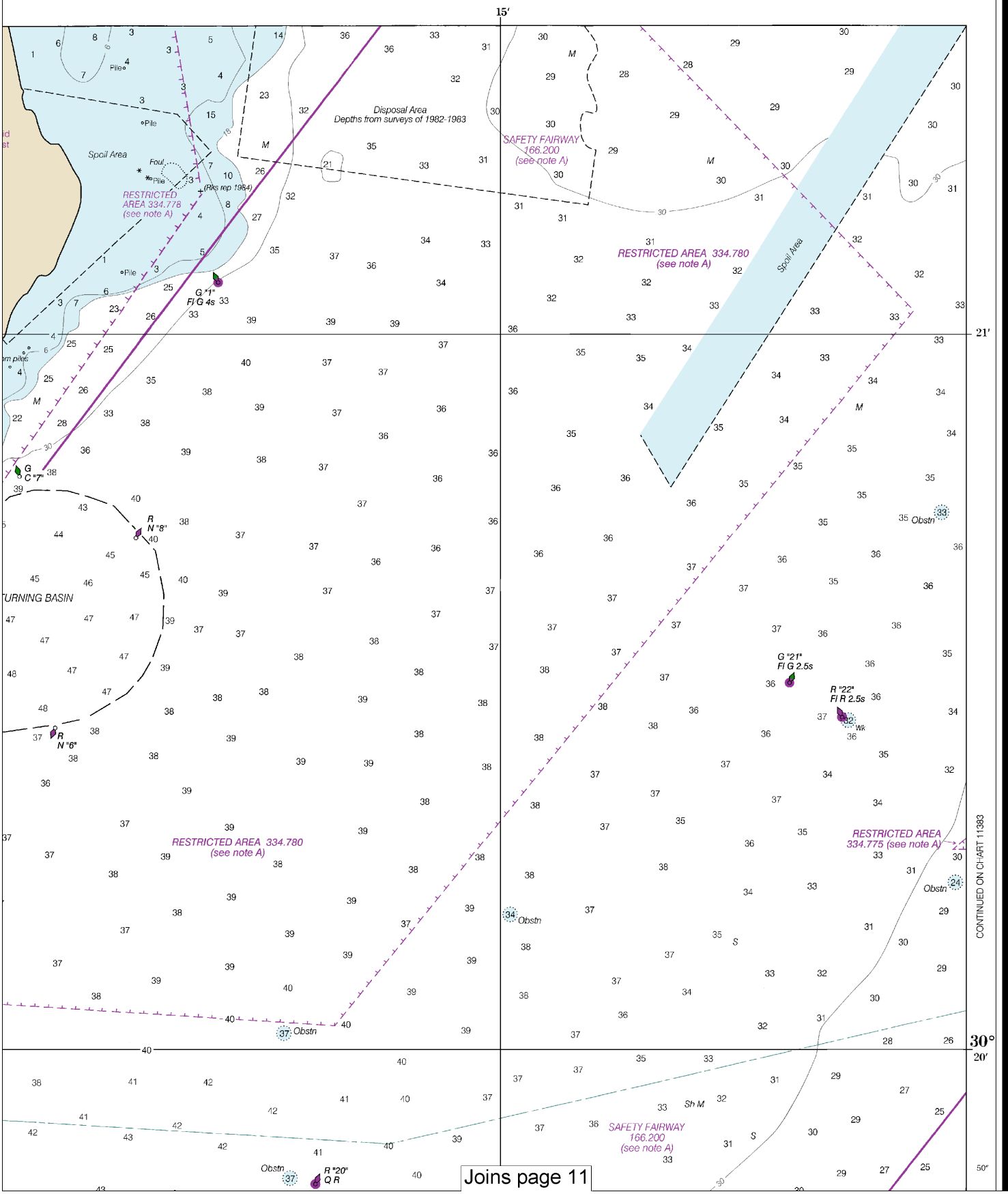
Formerly C&GS 413, 1st Ed., Mar. 1902, C-1921-205, KAPP 133



Note: Chart grid lines are aligned with true north.

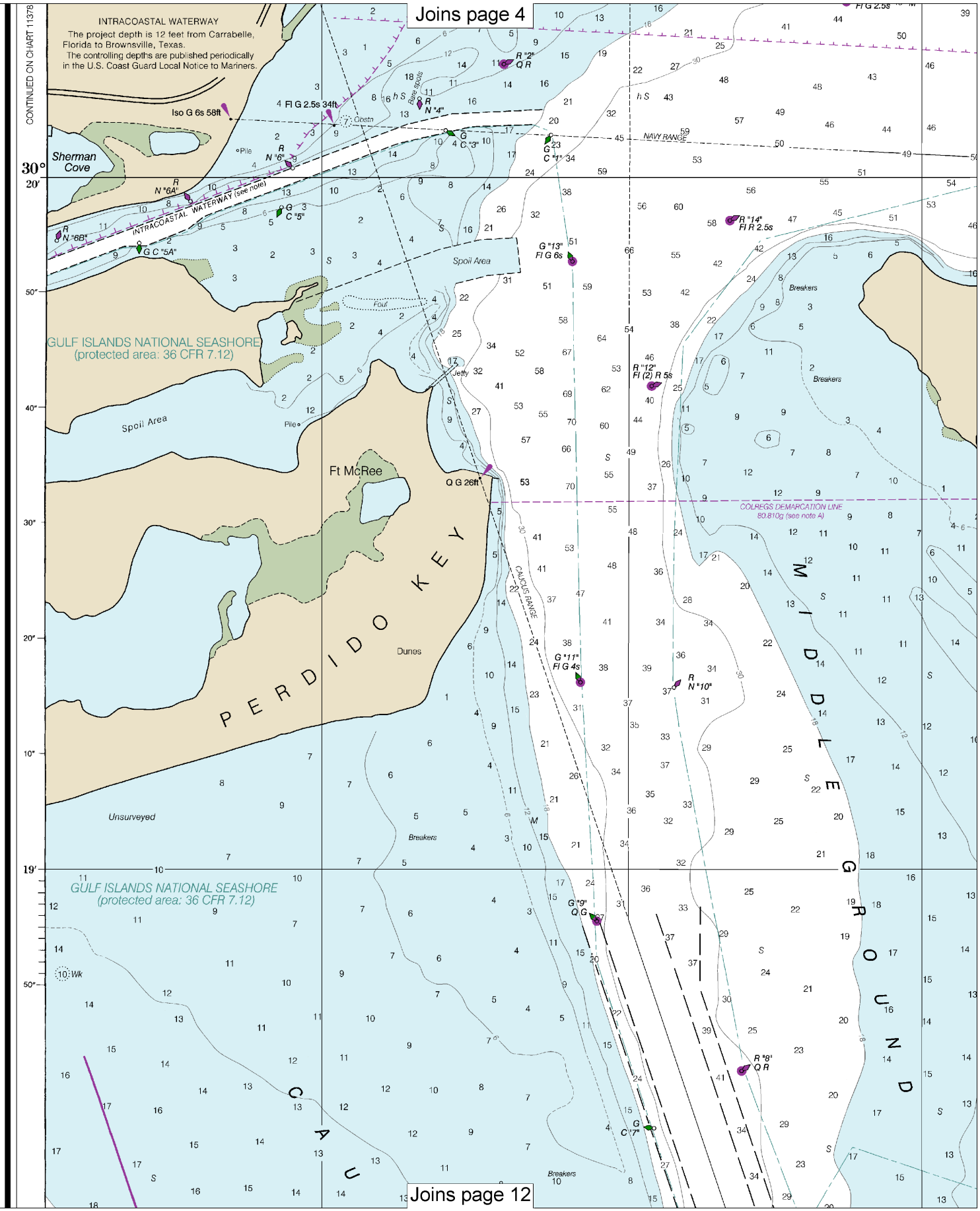
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



nauticalcharts.noaa.gov

38th Ed., Oct. 2013. Last Correction: 8/16/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)



8

Note: Chart grid lines are aligned with true north.

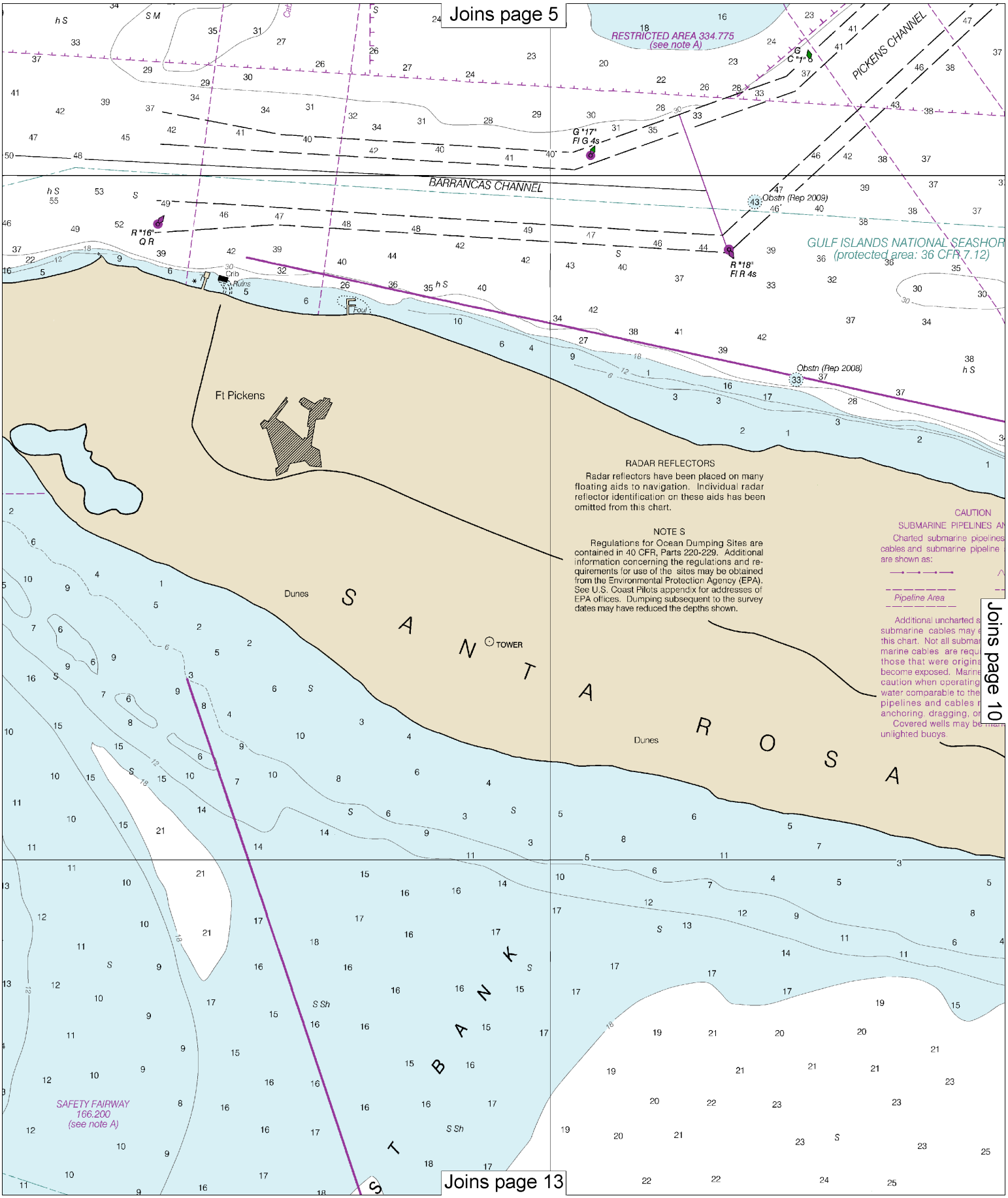
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

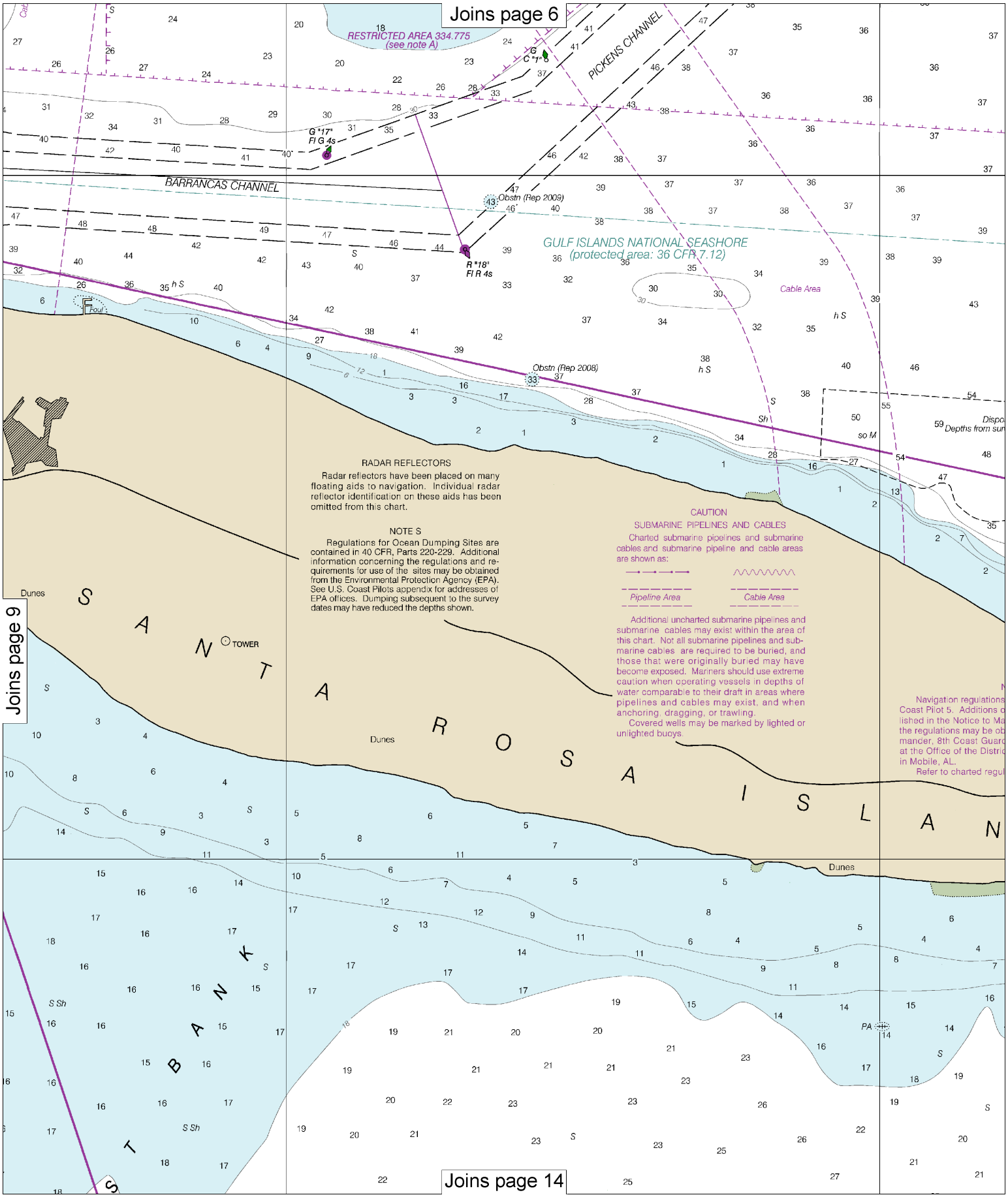
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 5
RESTRICTED AREA 334.775
(see note A)
PICKENS CHANNEL
BARRANCAS CHANNEL
G "17"
Fl G 4s
R "16"
Q R
R "18"
Fl R 4s
Obstn (Rep 2009)
Obstn (Rep 2008)
GULF ISLANDS NATIONAL SEASHOR
(protected area: 36 CFR 7.12)
Ft Pickens
Dunes
SANTA ROSA
TOWER
Dunes
BANK
S Sh
S Sh
SAFETY FAIRWAY
166.200
(see note A)
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
CAUTION
SUBMARINE PIPELINES AN
Charted submarine pipelines
cables and submarine pipeline
are shown as:
Pipeline Area
Additional uncharted s
submarine cables may e
this chart. Not all submar
marine cables are requ
those that were origina
become exposed. Marine
caution when operating
water comparable to the
pipelines and cables r
anchoring, dragging, or
Covered wells may be
unlighted buoys.
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.

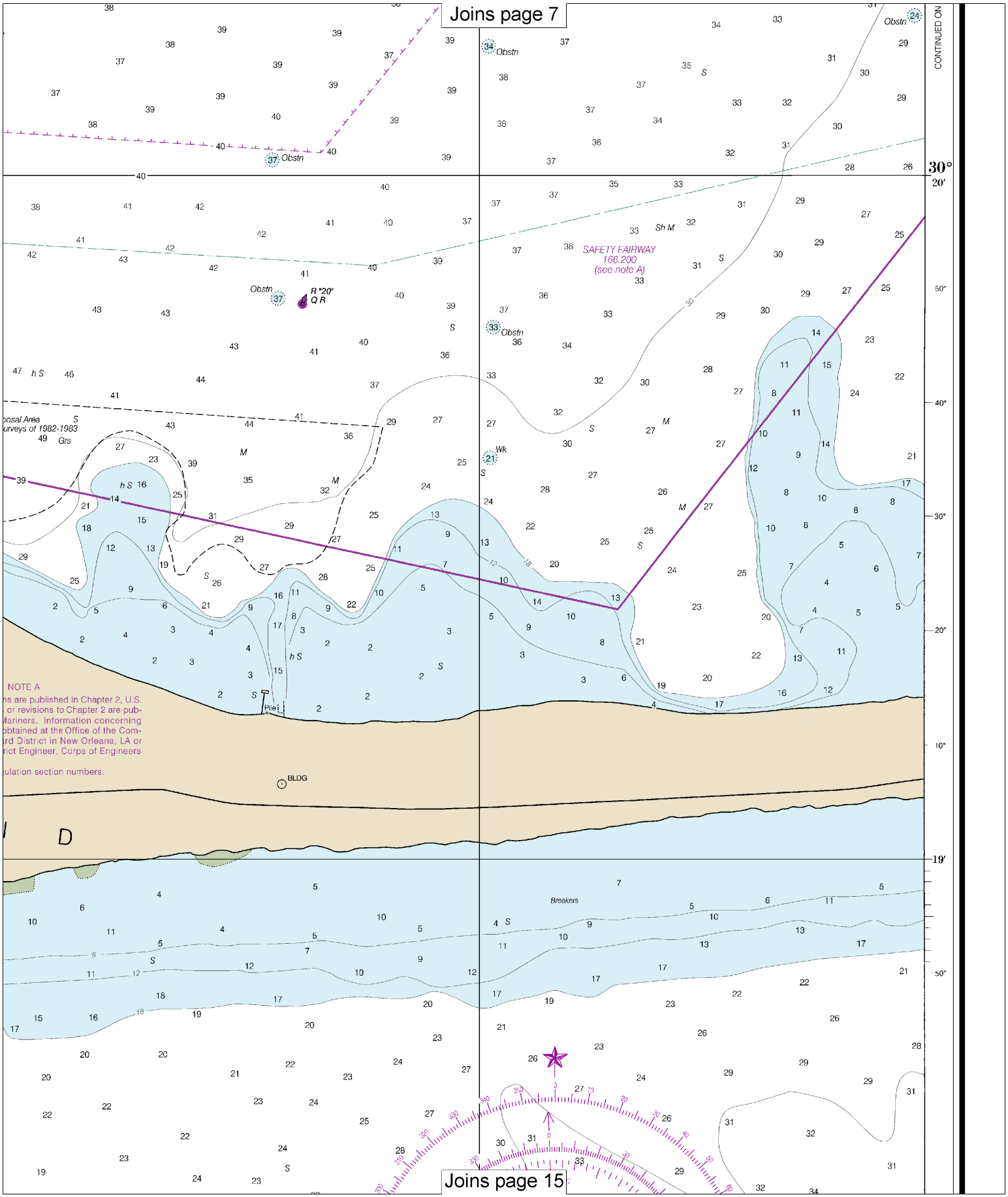
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

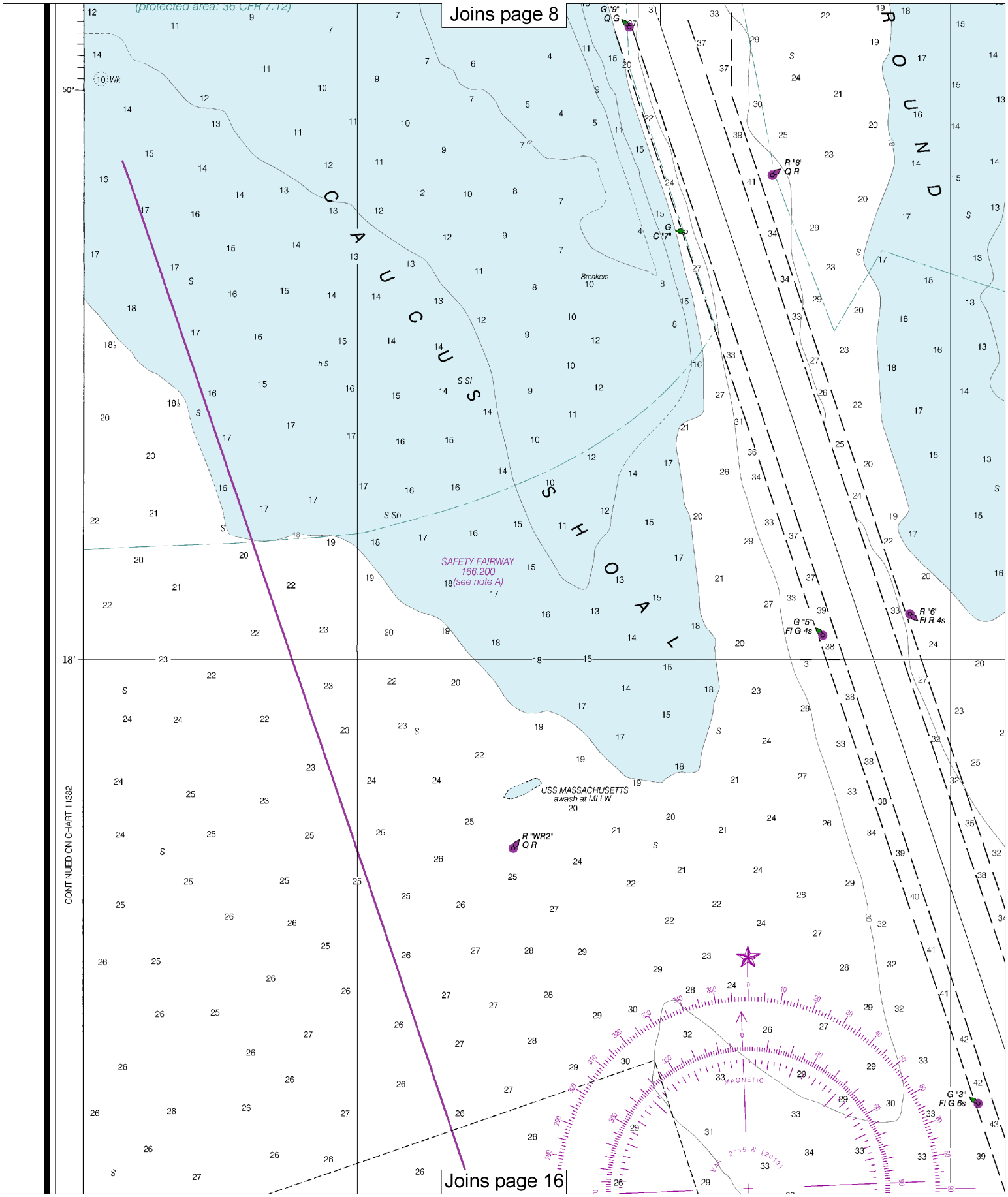
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
CONTINUED ON
30°
20′
SAFETY FAIRWAY
166.200
(see note A)
Obstn
R "20"
Q R
Wk
Sh M
NOTE A
Pile
BLDG
Breakers
Joins page 15



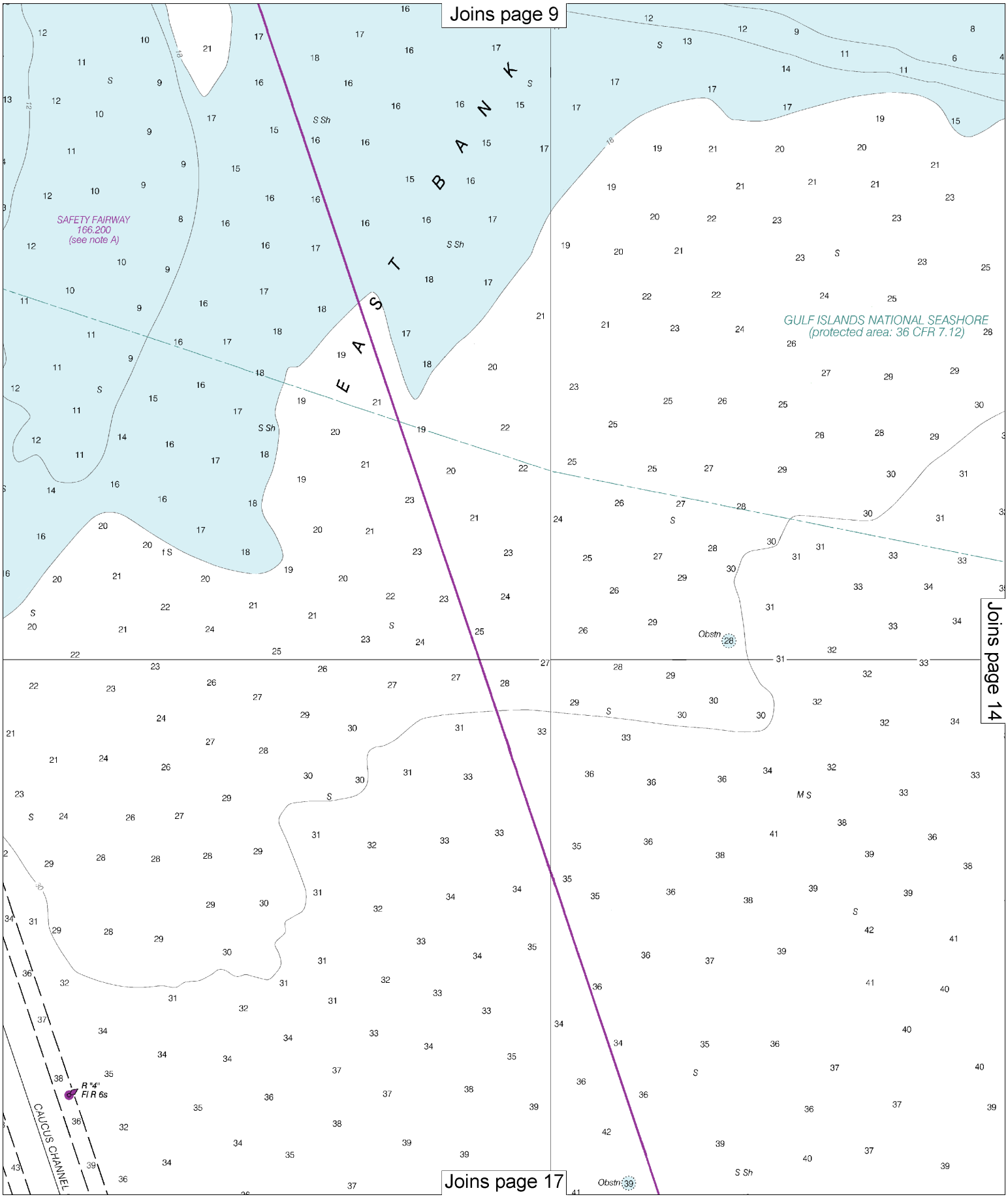
12

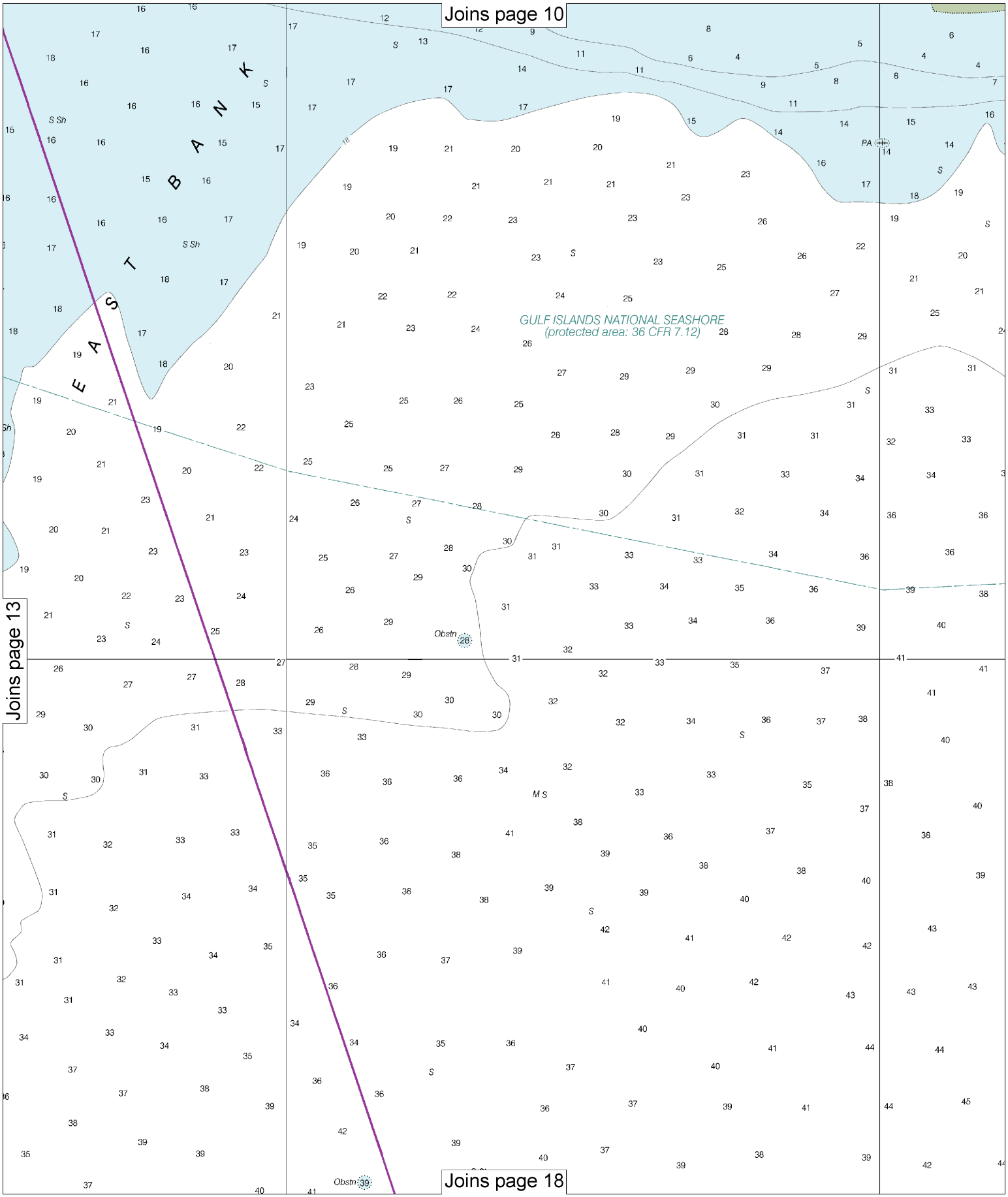
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200


Joins page 9
EAST BANK
SAFETY FAIRWAY
166.200
(see note A)
GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)
Joins page 14
Joins page 17
CAUCUS CHANNEL
R "4"
Fl R 6s
Obstn
S Sh



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 11

MAGNETIC

VAR 2° 15' W (2012)

ANNUAL INCREASE 7'

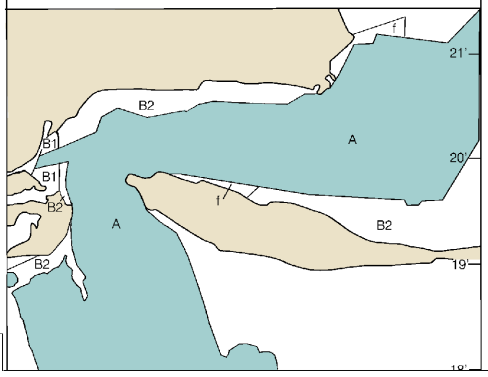
18'

Obstn
Fish
Haven
(auth min)
26 ft)

SOURCE DIAGRAM

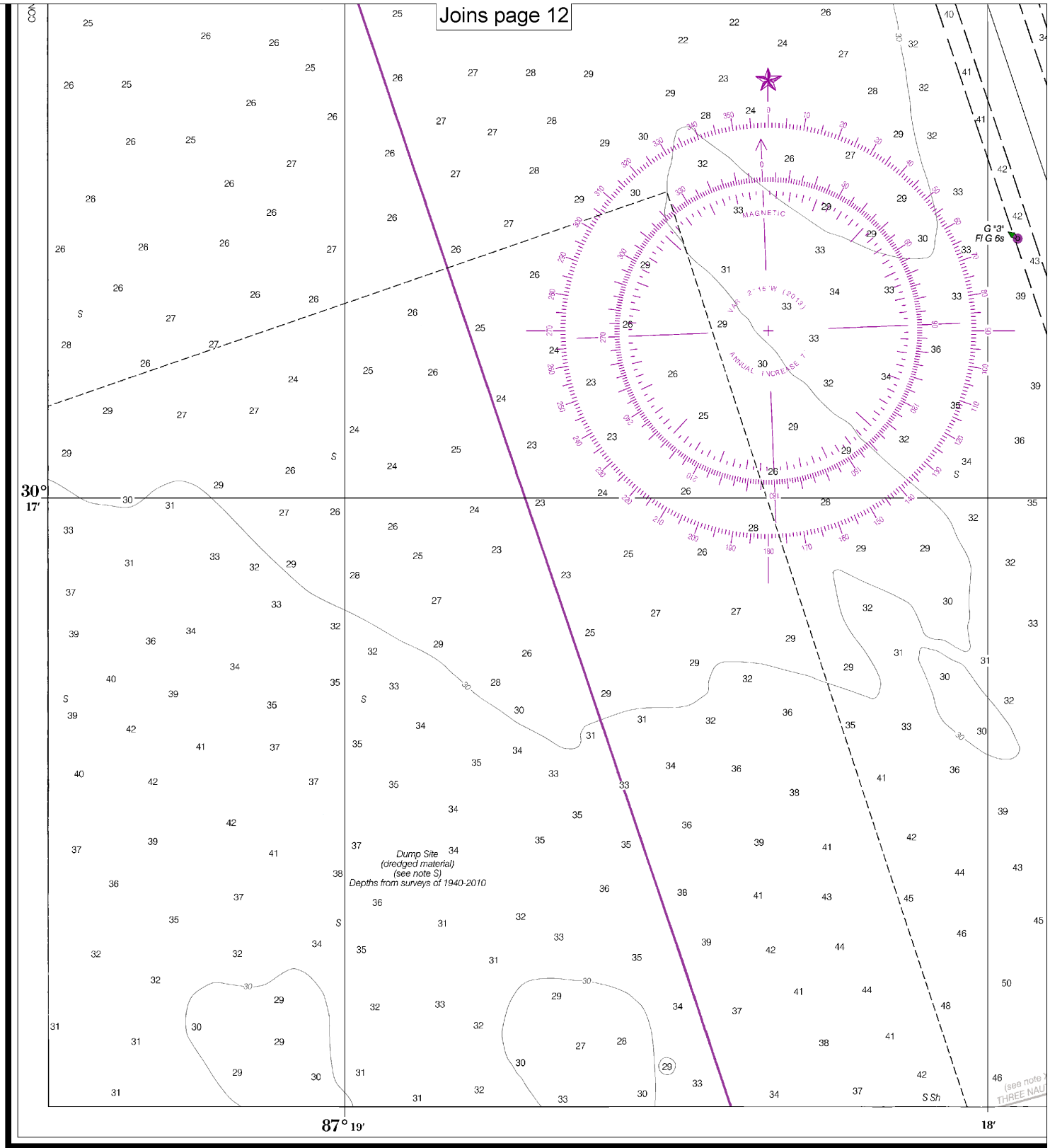
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A 1990-2010	NOS Surveys	full bottom coverage
B1 1990-1994	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
f	US Government Surveys	



CONTINUED ON CHART 11383

Joins page 19



11384

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/cont

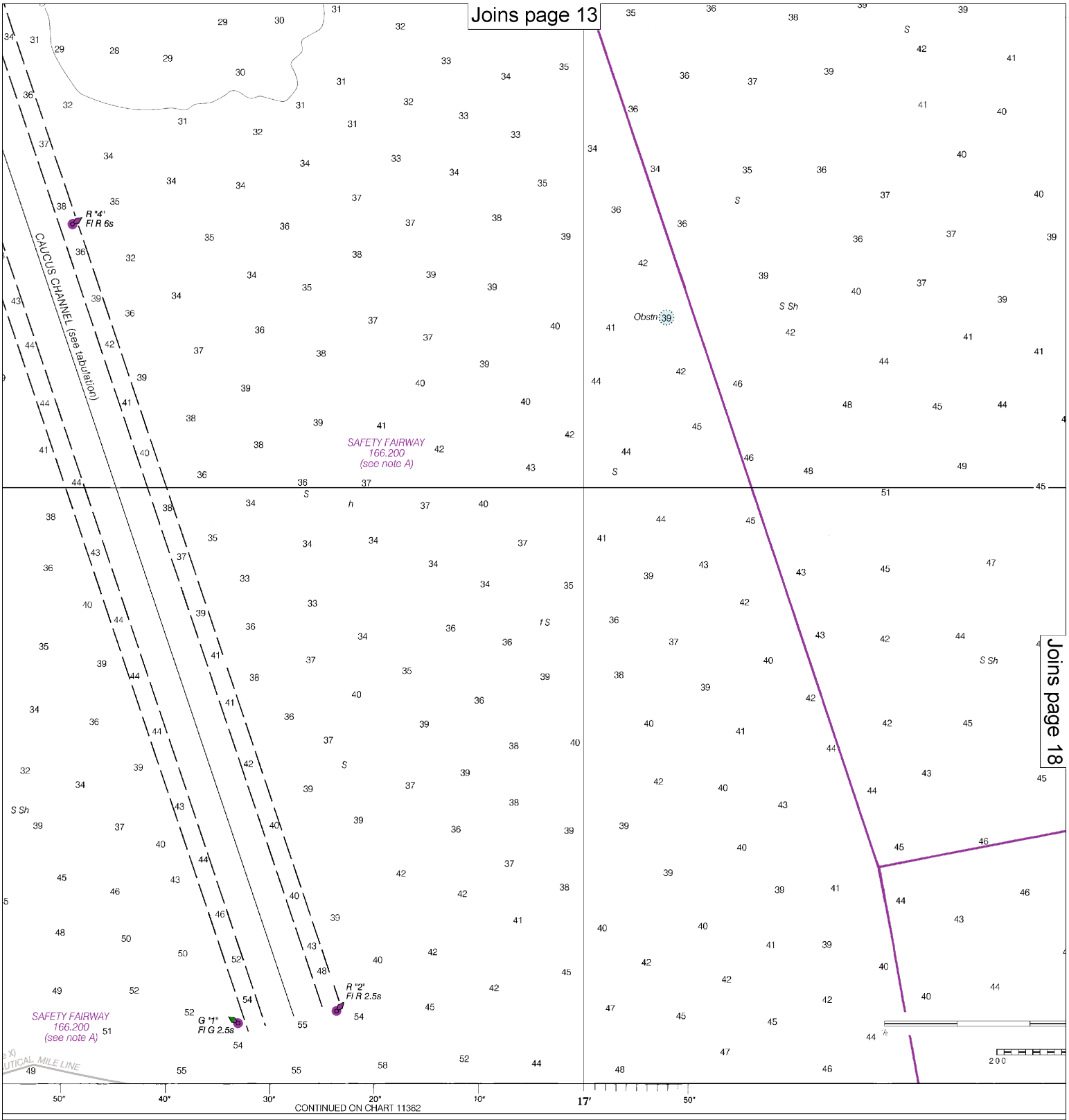
38th Ed., Oct. 2013. Last Correction: 8/16/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

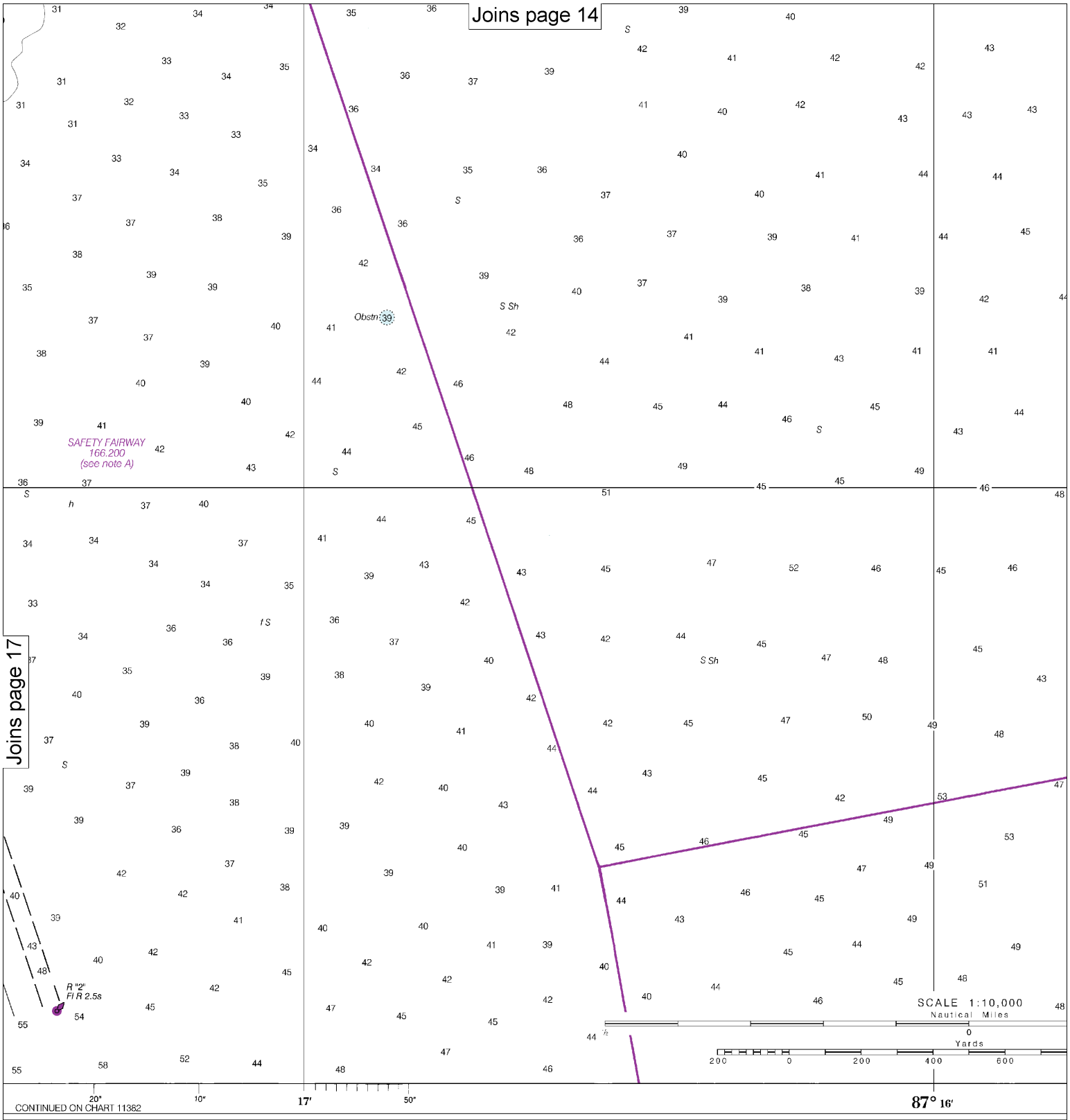
See Note on page 5.



s or comments
ntact.htm.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



NGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

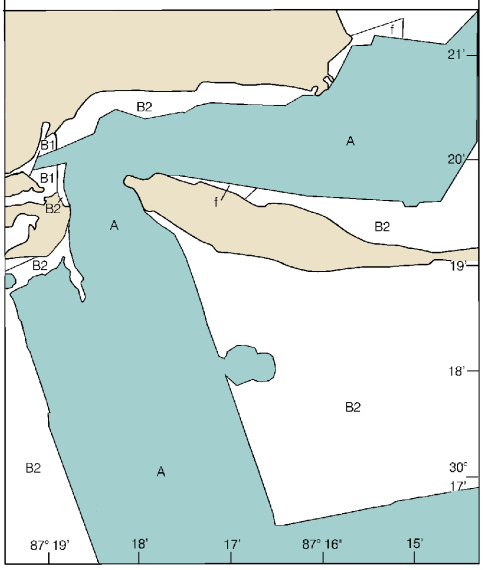
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

Joins page 15

A 1990-2010	NOS Surveys	full bottom coverage
B1 1990-1994	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
f	US Government Surveys	



CONTINUED ON CHA

FAIRWAY ANCHORAGE
166.200 (see note A)

S Sh

800 1000 1200

30°
17'

15'

970.1 X 635.4 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Pensacola Bay Entrance

SOUNDINGS IN FEET - SCALE 1:10,000

11384

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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